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# Congress of the United States

Washington, D.C. 20515

May 11, 2004

Dr. Jeffrey W. Runge, Administrator  
National Highway Traffic Safety Administration  
400 7<sup>th</sup> Street, SW  
Washington, DC 20590

EXECUTIVE SECRETARIAT  
2004 MAY 19 P 5:27  
NATIONAL HIGHWAY  
TRAFFIC SAFETY ADM.

Dear Dr. Runge:

NHTSA - 2004-17015-19

We are writing to express our strong concerns with the National Highway Traffic Safety Administration (NHTSA) decision to exempt Nissan Motor Company from established fuel economy standards. As members of the Congressional Automotive Caucus we have worked hard to ensure a fair balance between Corporate Average Fuel Economy (CAFE) standards and the economic realities facing U.S. auto manufacturers and the jobs of U.S. auto workers. This decision will have a negative impact on the CAFE program and will put U.S. auto manufacturers and workers at an economic and competitive disadvantage.

The CAFÉ program has effectively recognized the needed balance between environmental concerns and economic growth. The program has treated all auto manufacturers equally and domestic automakers have adhered to these standards and have even taken steps to increase fuel efficiency on their vehicles voluntarily. All foreign automakers that produce or sell cars in the U.S. should be held to the same standards as our domestic auto manufacturers.

We are also concerned that Nissan's exemption may have been partly based on their inability to meet requirements under the North American Free Trade Agreement (NAFTA). All automakers, including Nissan, have had 10 years to prepare for enactment of these requirements. There is no reason Nissan should be given an exemption just because they cannot meet the same requirements as other auto manufacturers. NHTSA's decision sends the wrong message to U.S. companies and workers that work hard to meet these requirements.

Lastly, giving this exemption to Nissan will give them an economic and competitive advantage over U.S. automakers. These domestic companies abide by these rules and incur the costs associated with compliance. It is likely that this decision will result in increased sales for Nissan at the detriment of U.S. auto manufacturers and workers. Additionally, Nissan's vehicles contain much lower levels of domestic content than other auto manufacturer's vehicles.

Once again we write in strong opposition to the decision by NHTSA and look forward to your response.

Sincerely,



Dale E. Kildee, M.C.  
Co-Chair, House Automotive Caucus



Fred Upton, M.C.  
Co-Chair, House Automotive Caucus

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U.S. HOUSE OF REPRESENTATIVES  
LEGISLATION

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